

WILLYS-OVERLAND COMPANY ANNOUNCES NEW MODEL CAR

New Model While Cheap in Price Has Powerful Motor and Fully Equipped.

Like a thunderbolt out of a clear sky has come the announcement of a new model by The Willys-Overland Company, of Toledo, Ohio, which is destined, in the opinion of those who have already seen it, to cause a greater stir in automobile circles than any of the many sensational developments in motor car building which have occurred during recent years. The most powerful low priced car in the world is the description given in this new product of the great Toledo factory and it is to be known technically as The Willys-Overland Company's New Series Model 75-B. In spite of the nationwide lamentations concerning the increasing cost of materials, labor and manufacturing equipment, this latest motor vehicle is to be sold at prices which are said to be equally as sensational as the performance of the car itself.

The New Series Model 75-B Overland naturally bases its claims to being the most powerful low priced car in the world on its motor and on the exhaustive tests, which its builders insist have shown conclusively its superiority over anything of its kind ever manufactured heretofore. With a larger bore now 3 3/8 inches and a 5 inch stroke, it develops 31 1/2 horsepower at 1550 revolutions per minute. This performance, at this low speed, in the opinion of those expert in automobile building, promises the greatest possible power from the motor, with the smallest amount of wear on the motor itself. Like a flash, this amazing motor will take the car 2 1/2 miles an hour to 53 miles an hour, on high, with all the ease of actions so widely advertised in the big, powerful machines selling at five and six times its list price.

The low price of the new car naturally implies economy, but the Willys-Overland officials show that, unlike many other instances of low priced cars, the economy does not end with the purchase price. And here again the efficiency of that wonder-motor, as the Overland officials refer to it, is demonstrated. Tests have repeatedly proven that this sensational car will accomplish 25 miles on one gallon of gasoline and 18 to 20 miles per gallon is a common performance in average all-around use.

The motor, however, is but one of the many features of this inexpensive car which are causing comment on every side. In riding comfort it is said no car anywhere near its price can compare with it. It is equipped with four inch tires—something practically unheard of up to now in cars of this type, no other make selling anywhere near this price is equipped with 4-inch tires. Those who have ridden on four-inch tires know well their advantage from the standpoint of riding comfort in a car of this size. The easy riding qualities of the car are further enhanced by cantilever rear springs, an important part of the equipment of higher priced cars. They reduce to the minimum the jarring caused by driving over rough roads. This is due largely to the fact that the cantilever spring is attached to the axle of the car at the rear end of the spring, instead of in the middle. When the wheels strike a rough spot, the reaction is directed backward at a slight angle instead of straight upward against the springs, as is the case with ordinary types of springs. The effect is the same as that of a glancing blow compared with a solid shock.

The New Series Model 75-B Over-

land is one of the extremely few light cars, perhaps the only one in its class, in which the maximum of speed can be utilized without rattling the car's frame to pieces and without jarring the passengers out of their seats. In fact, the machine is simply a roomy, comfortable, solidly built car constructed on a light basis with such careful attention paid to distribution of weight and stamina of parts that it will hold the road, be it dry or slippery as the case may be, while the wonder-motor is smoothly developing with sufficient energy to propel a much heavier car with perfect ease. Light as it is, this new model is so built that it can make the best possible use of the most powerful motor.

Notwithstanding the low purchase price, both touring car and roadster are equipped completely with all of those accessories which prove such great selling factors in the disposal of expensive makes of cars. Here are a few items in the equipment which are said to make it positively unique in the history of low priced cars:

A two unit, six-volt electric starting and lighting system, with head, tail and dash lamps and head light dimmers; ammeter to register the electric current; one-man-snooper top and top boot; curtains fastened from the inside; built-in, rain-vision, ventilating type windshield; magnetic speedometer; revolving oil indicator; gasolene gauge; electric horn; combination tail light and license bracket; hinged robe rail; foot rest; tire carriers in rear; extra demountable rim; full set of tools, tire repair kit, jack and pump.

In appearance, the body also ranks with the designs of most costly cars, practically the only difference being that it is smaller in size. Character and stability are noticeable in every detail. It has the latest streamline design, which has proved so attractive to the army of buyers during the last few months, and its long sweeping curves lead in an unbroken line from the radiator to the full curved back. A one piece cowl and a sloping back increase its graceful appearance, while the crowned fenders of heavy sheet steel add another feature that is rare in inexpensive cars. Concealed door handles and hinges are also used in this model. There are large pockets on the inside of the doors, so necessary for carrying travelling incidentals, and the roomy seats have high, comfortable backs with seat cushions built on deep coiled springs. The machine is finished in solid black with nickel and polished aluminum trimmings.

The drive, of course, is left hand with a center control to facilitate driving, while the electric control buttons on the steering column enable the driver—man, woman or child—to control the horn, lights and ignition without stooping from the natural position at the wheel.

The motor is cooled by the most advanced thermo-siphon system, no pump being required. The radiator is of the noted Overland cellular type with vertical circulation and the whole shell is pressed from a single sheet of steel. A Tillotson carburetor is used and this make of carburetor needs no introduction to anyone acquainted with the best in motor cars. One of its greatest points of desirability is its extremely simple adjustment. An improved ignition system also adds to the efficiency of the new model. It provides a sure, hot spark at even the lowest speeds.

A constant level splash system provides thorough lubrication under all manner of usage. The transmission is of the selective sliding gear type with three speeds forward and reverse. The gears themselves are nickel steel, double heat treated and of the stub tooth

type. The rear axle is of the floating type, with four bevel differential gears. The front axle is an I-beam section, drop forged in one heat without welding. Steering knuckles are designed to give an unusually short turning radius and the brakes are large and powerful, which goes to make it one of the easiest cars in the world to operate in crowded traffic.

The clutch and brake pedals can be adjusted to the reach most convenient for the driver, and their large and roughened surfaces insure a firm foothold at all times. The clutch is of the well known Overland aluminum cone type, leather faced.

The foregoing are some of the features which go to make this latest arrival in the automobile world a most desirable light weight car as well as the most powerful low priced car in the world.

IN THE WAKE

(Continued from page 1, second sec.)

pense to you."

I was sorry as soon as I said those words and I would of apologized only for the way in which he took my remarks.

"The engagement between you and I was all one-sided," he said. "When I got engaged to be married I want something to say about who I shall become engaged to."

"Lennie," I said, "you had better take back those words before it is too late."

"I'll take back nothing," he replied.

At which I lost control of myself. "Mr. Gates," I said, my voice trembling, "I will have to ask you to leave this house."

"You won't have to ask me twice," he said. "I got no time to waste on you."

And he picked up his hat and left without another word. But I caught a glimpse of his face as he went out the door and it was so pale it frightened me. I was afraid he would do himself mischief. But it would be crueler on my part to of kept him deceived any longer when I knew that all the love I had ever borne him had departed and left my heart cold. O Lennie I wish I could have returned your love and been spared the pain of wrecking your life. But how can a girl dictate the beatings of her own heart.

I have just phoned Lou Tanner and he is coming to call tonight O Diary.

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New Style Duck Pins which make larger scores possible.

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Big steps are hard to climb—but if you halve the rise, you more than halve the effort—and climb faster

And down the long flight you lessen the jar as you lessen the fall at each step.

By dividing the big task into smaller tasks, you make an easy matter of an otherwise difficult undertaking.

By dividing the Packard's six cylinders into twelve smaller ones, we have not only minimized vibration—but we have added power, speed, smoothness, quietness.

We have multiplied the units—and thereby we have simplified the problem of safe, comfortable, speedy locomotion.

Just as the stair-maker has learned not to build his steps too high—or too low—so experience

ence led us to the Twin Six as the most efficient division of the motor's power.

All twins—two sets of powerful little cylinders rooted in a V—imparting continuous power—and giving new sensation and satisfaction to motor travel.

Established! The sweeping success of the Twin Six has been the marked automobile development of the year.

There is more pleasure and safety in the Packard now than ever before—your pleasure, your safety. Prices, \$2750—\$3150, upward—f. o. b. Detroit. Standard Garage Company.

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For the next ten days we are going to offer an unheard of opportunity for you to own a Maxwell.

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Studebaker Cars Figures In U. S. Army Maneuver

Carry Whole Troop at Racing Car Speed to Scene of Sham Battle.

UTICA, N. Y., June 24.—The possibilities of motor cars as aids in the quick mobilization of troops have just been demonstrated in army maneuvers held at Utica, N. Y. As a result, an automobile battalion of twenty cars will be formed to serve as an adjunct to the United States troops stationed at that city.

Sixteen Studebaker cars were chosen for the maneuvers, which included dashes of twenty-two miles up and down the Mohawk valley. Two large manufacturing plants, one at Utica and the other at Ilion, were chosen as the strategic points, and in "covering" them Company B of the First Infantry set a record for speed and efficiency, the motor cars getting the soldiers to these points at a hitherto impossible speed.

The remarkable work of the automobiles in the "skirmishes" is all the more noteworthy, the use of the cars on this occasion being a forerunner to further efforts along the same line in other army maneuvers at various camps.

It required less than forty-five minutes to rush an entire infantry com-

pany from the state armory to the most important strategic points in the Mohawk valley. The demonstration was the most spectacular and unusual in the history of the national guard, the work of the motor cars being the feature that attracted most comment.

Using 1,200 rounds of blank ammunition, the troopers gained a theoretical victory over an imagined enemy, the speed made possible by the automobiles being one of the chief deciding factors.

While army maneuvers on a large scale have been held on several occasions, this "battle" was the first in which motor cars played so important a part. The Studebakers were given a mark of perfect mechanical efficiency. A repair wagon which accompanied the fleet of cars was called upon only once and that was for the purpose of changing a tire. All the machines used were seven-passenger touring cars, but carried on the average of eleven soldiers apiece, two being stationed on each running board in addition to the seven in the cars.

RIVER STAGES

(BY ASSOCIATED PRESS)
WHEELING, June 24.—River 13 feet 3 inches falling; cloudy, warm with rains. Departed: Liberty, Matamoros 11 a. m.; Reuben Dunbar, Charleston, 10 p. m.

(BY ASSOCIATED PRESS)
PITTSBURG, June 24.—Davis Island dam 8.4 feet falling.
Steubenville, 12.0 feet, falling; rain.
Parkersburg, 15 feet, falling, clear.
Morgantown, 8.7 feet, falling; clear.
Oil City, 3.9 feet, falling; rain.
Warren, 3.6 feet, falling; clear.

RESOLUTION

Scheduled to Be Voted on Monday by the Senate of the United States.

WASHINGTON, June 24.—A favorable report on the House resolution authorizing the president to draft immediately into the federal service national guardsmen willing to take the prescribed oath was ordered today by the Senate military committee after it had stricken out a section appropriating \$1,000,000 for the relief of dependents of guardsmen and another limiting the term of service to three years.

A substitute adopted for the relief provision would direct that guardsmen with dependents having no means of support be discharged. Action on the resolution by the Senate was postponed until Monday because a memorial session in tribute to the late Senator Bradley, of Kentucky, was in progress.

As reported by the committee, the measure otherwise stands as it was originally reported to the House with the House amendment declaring that an emergency now exists calling for the use of troops other than regulars. Instead of leaving that question to be determined by the president. Service of guardsmen taken

into the federal army is limited only to "the period of the emergency."

ROAD FUND

Of \$5,000,000 a Year Is Proposed in Reported House Bill.

(BY ASSOCIATED PRESS)
WASHINGTON, June 24.—Expenditure of about \$5,000,000 annually for improving rural post roads is proposed in a bill favorably reported today by the House postoffice committee. It would permit the postmaster general to use unexpended balances and surplus postal revenues on improvement of the condition of country roads, instead of turning them back into the treasury.

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CEMENT BLOCKS.

Lime, plaster, cement, sand, sewer pipe, etc. Prices right, quality and service our specialty. Both phones. G. M. WEST, Feed Supply Store.

HELLO BOYS!

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An Ideal Fabric for a Summer Suit.

Made here in our own shop.

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Smart, Stylish Summer Straws

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